

under this section shall be equal to three times the amount received by the State under section 2003(b)(7) of that Act in fiscal year 2003.

“(c) USE OF GRANT FUNDS.—A State shall use any amount received by the State under this section only to enhance the safety of child occupants of passenger motor vehicles.

“(d) DEFINITIONS.—In this section:

“(1) CHILD RESTRAINT LAW.—The term ‘child restraint law’ means a State law that prescribes a penalty for operating a passenger motor car (as defined in section 30127(a)(3) of this title) in which any occupant of the car who is under the age of 16 years is not properly restrained by a safety belt or otherwise properly secured in a child restraint system that meets applicable Federal motor vehicle safety standards prescribed by the National Highway Traffic Safety Administration.

“(2) ENHANCED CHILD RESTRAINT LAW.—The term ‘enhanced child restraint law’ means a child restraint law that prescribes a separate or additional penalty for operating a passenger car unless all of the vehicle occupants for whom a booster seat, used in combination with an adult seat belt, is an appropriate form of child restraint, are properly using a child restraint system that meets applicable Federal motor vehicle safety standards prescribed by the National Highway Traffic Safety Administration.”.

(b) CLERICAL AMENDMENT.—The table of sections at the beginning of that chapter is amended by inserting after the item relating to section 30127 the following new item:

“30128. Grant program for improving child occupant safety programs.”.

SEC. 7. DEFINITIONS.

In this Act:

(1) CHILD RESTRAINT.—The term “child restraint” means a specially designed seating system (including booster seats and child safety seats) that meets applicable Federal motor vehicle safety standards prescribed by the National Highway Traffic Safety Administration.

(2) MANUFACTURER.—The term “manufacturer” has the meaning given that term by section 30102(a)(5) of title 49, United States Code.

(3) MOTOR VEHICLE.—The term “motor vehicle” has the meaning given that term by section 30102(a)(6) of title 49, United States Code.

(4) PASSENGER MOTOR VEHICLE.—The term “passenger motor vehicle” means—

(A) a “passenger car” as defined in section 30127(a)(3) of title 49, United States Code; and

(B) a “multipurpose passenger vehicle” as defined in section 30127(a)(2) of title 49, United States Code.

SEC. 8. AUTHORIZATION OF APPROPRIATIONS.

There is authorized to be appropriated to the Secretary of Transportation such sums as may be necessary to carry out this Act, including the making of grants under section 30128 of title 49, United States Code, as added by section 6.

By Mr. ROCKEFELLER:

S. 981. A bill to provide emergency assistance for families receiving assistance under part A of title IV of the Social Security Act and low-income working families; to the Committee on Finance.

Mr. ROCKEFELLER. Mr. President, we all know the cost of gasoline has been increasing very dramatically and the people of my State, a very rural

State, have to travel very long distances. There is little public transportation in rural counties, and as a result they have to use their cars and have to, therefore, buy a lot of gas.

Today I am introducing legislation to give temporary help to those who need it most, particularly low-income families, workers, seniors, and, frankly, students who have to drive long distances each day to get to their work, their school, and to critical health care.

In West Virginia prices of gas have gone up, as they have everywhere. In the North and South they have gone up by a great deal. People suffer because of that. I know high prices affect everyone when it comes to gas, but they do hit lower income people in the most painful way. When you are already struggling to pay the cost of housing and the cost of education or whatever it might be, the cost of gas aggregated over a period of time becomes a very painful item. As I indicated, if you are in a rural area, your problem is much worse because there is not public transportation. This is a very crucial fact. It means you have to use your automobile. It means you have to buy the gas to put in the automobile.

I support the development of long-term energy policies and hope we will do that in a wise way. But for those who pay their living expenses day to day, that will not come soon enough. Therefore, my bill is a simple one. It is a temporary approach to what I believe is already, in fact, something of an emergency.

The bill is modeled on the successful Low-Income Home Energy Assistance Program, LIHEAP, which helps working families and seniors cope with home heating costs. The proposal which I call LIGAP—not out of my poetic sense but simply because it stands for Low-Income Gasoline Assistance Program—would give grants to States for an emergency assistance program for people who must drive 30 miles a day or an average of 150 miles a week for work, for education related to work, or scheduled routine health care.

This new program will have similar income eligibility guidelines as the LIHEAP program. Therefore, it will not be difficult to administer. It is triggered when a State's average gasoline price hits the unmanageable current level. It is also triggered off when gas prices decline. Every eligible person or family will get a monthly stipend of \$25 to \$75 to help cover the high cost of gasoline.

This legislation encourages States to use their block grant funding to help welfare recipients pay for transportation costs, necessary for people getting off welfare to get to work. Some States, including West Virginia, are already using welfare reform moneys as part of their welfare-to-work initiatives to help with transportation costs.

I think that is a very important thing for States to do. I am proud of my State's initiative, and I am proud of their approach to welfare reform.

There obviously are not any magic bullets in bringing some sanity back to gasoline pricing, but this bill is designed to offer at least much-needed relief to West Virginians and other Americans who simply cannot make ends meet while we are in the throes of high gasoline costs. I think it is a sensible bill, and I hope at the appropriate time it will get favorable consideration.

AUTHORITY FOR COMMITTEES TO FILE REPORTS

Mr. ENSIGN. I ask unanimous consent that committees be permitted to file committee-reported legislative and executive items on Friday, June 1, 2001, between the hours of 10 a.m. and 12 noon.

The PRESIDING OFFICER. Without objection, it is so ordered.

ADJOURNMENT OF THE HOUSE OF REPRESENTATIVES AND RECESS OR ADJOURNMENT OF THE SENATE

Mr. ENSIGN. I ask unanimous consent that the Senate proceed to the immediate consideration of H. Con. Res. 146, the adjournment resolution, which is at the desk.

The PRESIDING OFFICER. The clerk will report the title.

The legislative clerk read as follows:

A concurrent resolution (H. Con. Res. 146) providing for a conditional adjournment of the House of Representatives and a conditional recess or adjournment of the Senate.

There being no objection, the Senate proceeded to consider the concurrent resolution.

Mr. ENSIGN. Mr. President, I ask unanimous consent the concurrent resolution be agreed to and the motion to reconsider by laid upon the table.

The PRESIDING OFFICER. Without objection, it is so ordered.

The concurrent resolution (H. Con. Res. 146) was agreed to.

MEASURE PLACED ON CALENDAR—S. 964

Mr. ENSIGN. There is a bill at the desk due for its second reading.

The PRESIDING OFFICER (Mr. BENNETT). The clerk will report the title.

The legislative clerk read as follows:

A bill (S. 964) to amend the Fair Labor Standards Act of 1938 to provide for an increase in the Federal minimum wage.

Mr. ENSIGN. I object to further proceedings on this matter at this time.

The PRESIDING OFFICER. The bill will be placed on the calendar.